

IMMIGRANTS WANT TO GO HOME

Filipinos Just Arrived Say That
They Were Deceived
by Pinkham.

ARE PENNILESS AND HUNGRY

And Hemenway Protests Against
Turning Them Loose on
the Town.

(From Saturday's Advertiser.)

The further importation of Filipino labor has met with what may prove to be a serious check as a result of trouble which broke out yesterday between the officials of the labor bureau of the sugar planters' association, particularly R. D. Mead, an employee of the association, and ninety-four Filipinos who arrived yesterday morning from Manila to work in the cane fields. The trouble culminated in charges by the Filipinos of bad faith on the part of the agents of the planters' association. As a result of the new immigrants being practically thrown on the town, the sheriff was on the lookout for trouble last night and the labor bureau of the planters' association came into conflict with the territorial officials, while Mead has received what was virtually a warning from officials of the government that the territorial officials would not look with complacency upon the practice of bringing practically indigent persons to Hawaii and then turning them loose to be supported by the public because of a disagreement in regard to wages.

Unintelligible Contracts.

The ninety-four Filipinos were brought here under contract to work on the plantations. They were employed in the Philippines by Pinkham and his sub-agents, and, according to the story told by their spokesman, a young Filipino who talks good English, were promised free transportation and a wage of \$18 a month, said wage to begin from the time they sailed for Hawaii. The contracts, they say, were handed to them just before they sailed from Manila, but instead of being written in English or Spanish, they were written in a combination of Spanish and two Filipino dialects, and there is none of the immigrants who can read them. The Filipinos claim they cannot read the contracts, and that the written contracts do not coincide with the verbal promises the immigrants say were made to them before they sailed.

A March to the Capitol.

Yesterday the ninety-four Filipinos marched to the Capitol, looking, as they said, for a "court." They were directed to Attorney General Hemenway as the man to whom they should tell their troubles. Most of them grouped themselves in the palace grounds in the shade of the trees, while a party of three spokesmen climbed the stairs to see the attorney general and tell him their tale of woe.

Grabbed the Poll Tax.

The delegation told the attorney general that when they sailed, each of them was given five dollars to hand over to the family he was leaving, as something upon which to subsist until they should be able to send more money home. This \$5 each was charged up against the first month's wages. They claim that in addition to this deduction of \$5, the agents took out two dollars for each of them for poll tax.

This \$7 deduction left, the immigrants supposed, \$11 coming to them when they landed. Most of them came ashore without any money whatever, and with no place to go and nothing to eat. They supposed that they would receive the \$11 each upon landing, and they went to Mead to collect it. But Mead told them there was nothing doing; no money was coming to them until they should have worked a month. He claimed that their contracts specified that their wages should begin from the time they went to work; they claimed that they had been promised wages from December 1, and they wanted to collect their \$11 per.

But they didn't get it, or any other sort of satisfaction, according to the story they tell. So they marched to the capitol, and their spokesmen went to Mr. Hemenway and said that the immigrants had demanded of Mead that, if they were not to get their money, they wanted to be sent back to the Philippines.

Hungry and Broke.

"We got no money," they said; "we got nothing to eat; we were hungry; we got no place to go. The man in office down town, he tell us, no money until work one month. We got to have money. We tell him he no pay us, we no work. So he tell us to go. And we come here. We want to go home. Our women, some of them sick—feet too big; they got ber-ber. Mr. Pinkham, he send us here, say we get \$18 a month from time we leave. If we stay in Manila, we make money last month. Why we come here and get no money? You sab? We no sab."

Situation Critical.

The situation looked critical to the attorney general, for here were ninety-four Filipinos, only a few hours in town, without money, without food, without any place to sleep, homeless and desperate, and thoroughly convinced that they had been deceived and defrauded by the agents of the planters' association. Almost anything might happen. Mr. Hemenway put his hat and went down to see Mead, who works for the planters' association.

A Courteous Employee.

Hemenway explained the situation to Mead, and Mead with his usual cour-

NEW YEAR GETS ROYAL WELCOME

With Whistle Overture and Bomb
Obligation 1910 Is Ushered
Onto the Stage.

(From Saturday's Advertiser.)

At 12 o'clock last night, when Father Time decreed that the Old Year should be sent to its grave, and the New, frisky and young, ushered in, a goodly portion of Honolulu gathered on the downtown streets to give a fitting obsequies to 1909. Whistles tooted, bombs roared and King street sounded as must have sounded ancient Rome in the days when she used to howl.

But with all the racket and merry-making there was no disorder. The timid often sat cowering, with hands over their ears during a fusillade of giant cannon crackers, and here and there a pedestrian was sent scurrying in confusion to the shelter of some welcome doorway, to escape the onslaught of a brigade of gay celebrators armed with soda water syphons, but none suffered any worse injury than a suit of soaked clothes, though a few persons were forced to partake of meals of parti-colored confetti.

Just as the hands of the clock reached the zenith of the dial, the whistles began to blow. Instantly a band struck up the Star Spangled Banner, and then she began to hum. Bang! sounded the report of a Chinese bomb. Crack—a ty-bang-a-ty-spi-ty-crash, answered the strings of firecrackers. Cheer after cheer rent the air. Automobile horns tooted, while the festive tin can lent its metallic tones to swell the discord.

It was a jolly crowd on the streets, all right, and a noisy one, but it was not disorderly and 1910 received a fitting reception.

At the Empire theater the layman's watch meeting attracted those less given to noise and frivolity.

BEGIN TREATMENT AT ONCE.

Have you a weak throat? If so, you can not be too careful. You can not begin treatment too early. Each cold makes you more liable to another and the last is always the harder to cure. If you will take Chamberlain's Cough Remedy at the outset you will be saved much trouble. For sale by all dealers. Benson, Smith & Co., agents, for the Hawaiian.

tesy intimated that it was none of Mr. Hemenway's business and none of the Territory's business. The Filipinos were not brought to Hawaii by the territorial board of immigration but by the labor bureau of the planters' association, and neither Mr. Hemenway nor the government of Hawaii had anything to say about it.

And all of this Mr. Hemenway saucily admitted. But he did more than admit the truth of all Mr. Mead's statements. Oh, no, Mr. Hemenway made no threats. That is not Mr. Hemenway's way. But he said things. He said, in effect that, while it might be true that he had no authority to interfere with what the labor bureau of the planters' association or Mr. Mead might do in regard to the importation of Filipinos and the throwing of them upon the town, yet it was possible that there might be some way around it. He might after all be able to find some way to act. He regretted very much to be obliged to say so, but really, don't you know, Mr. Mead, the Territory of Hawaii can not afford to look with favor upon the dumping of ninety-four brand-new impetuous immigrants upon the town. Good afternoon, sir.

Ways and Means.

And the attorney-general returned to his own office and began to busy himself with ways and means for taking care of the aforesaid ninety-four impetuous Filipinos who said they were hungry, penniless and had no place to sleep unless they would agree to accept the dictum of Mr. Mead.

Mr. Hemenway says he had made no threats of any kind. He says he doesn't know exactly what course he will pursue, but he is very certain that some way will be found to solve the problem.

Ways and Means.

"Will you work in conjunction with the federal officials?" he was asked.

"Well, I can't say just what we will do," he returned. But it is extremely probable that I will bring the matter to the attention of Mr. Breckons and see what can be done. It is true that the Territory has no authority over the importation of laborers from American territory, but it is also true that there must be some way to deal with the situation. I told Mr. Mead that I could not see that it was right for the planters' association to dump the immigrants on the town just because of a disagreement regarding a wage question. It was their duty to take care of the immigrants pending a settlement of the difficulty."

Mead Is Mum.

Last night R. D. Mead was called up on the telephone and asked if anything had been done. With his usual courtesy he declined to say anything, advising the reporter to get any further information from the source where he obtained his first news of the trouble.

"If Mr. Hemenway told you anything," he said, "let him tell you the rest. All I've got to say is that everything is all settled."

A Difference of Opinion.

Mr. Hemenway upon being again appealed to denied any knowledge of any settlement of the difficulty. "There has been nothing done since this afternoon that I am aware of," he said. "The matter stands just as it did before."

In the mean time, there are ninety-four Filipinos turned out without money, food or shelter, except what has been provided for them by the disinterested efforts of Mr. Hemenway and Mr. Mead-Smith, acting in conjunction with other charitable citizens.

"We want to go home," say the Filipinos. "We got no money, got no food, got no place to sleep."

CAPTAIN AND MATE CENSURED

Celtic Chief Stranding Inquiry
Throws Some Light on
the Mishap.

(From Saturday's Advertiser.)

Pilots do not go far enough out to meet sailing vessels, according to the criticism of the naval board of inquiry, convened yesterday by the British Consul, Ralph G. E. Forster, to inquire into the causes of the stranding of the British ship Celtic Chief, which went on the reef Ewa of the entrance to the channel on December 5.

While censuring Captain Henry, master of the ship, for committing a grave error of judgment in carrying too much sail after passing Diamond Head, the court placed itself plainly on record that the stranding of the Celtic Chief might easily have been avoided had it been practicable for the pilot to have boarded the vessel at a greater distance from the anchorage.

This does not pass any censure for Pilot Macaulay, who handled the Celtic Chief on arrival, as it was shown that he did all in his power to bring the vessel to a safe anchorage after he boarded her, but having other vessels to attend to, the Celtic Chief was boarded when she was well under way and about to pass the channel entrance.

The burden of the blame, however, falls upon the first mate of the Celtic Chief in not carrying out an order of the master to have both anchors ready for letting go, and preparing only one for tripping. That one of the anchors was not in readiness for its plunge is credited with being the cause of the disaster.

Consul Sits in Judgment.

The naval court of inquiry session was held in the consul's office on King street. The three members of the court, comprising the British Consul, Capt. H. K. Case, master of the British merchant steamer Dunedin of Leith; and Robert Catton, which is designated in the consul's call as a British merchant of Honolulu, sat behind a long table covered with the British ensign, bearing a crown in the center. Stenographer Kearns took shorthand notes of the proceedings. The table was covered with maps, charts, books of admiralty matters and the Holy Bible, the latter being used by the consul when he swore a witness.

Captain Henry of the Celtic Chief, a rather medium-sized man, was one of the first witnesses called. He was nervous and somewhat agitated at times, the strain of the incidents connected with the stranding of his ship having caused him to become exceedingly nervous. When asked to mark the place on the chart where the vessel had bumped, he gave some figures. Captain Case of the Dunedin began making calculations and frowned after reaching the sum total thereof, and then measured the chart again, and then asked more questions of the captain. Something did not agree.

Something Wrong With Compass.

The same thing occurred again when Pilot Macaulay was on the stand and was asked to point out the exact place on the chart where the vessel was anchored first. He gave the bearings and said that in these bearings he had been corroborated by Captain Haglund of the Inter-Island Steam Navigation Company. They were taken from the ship's compass. Captain Case worked over the charts for some time and finally laying down his pencil remarked that there seemed to be something wrong, either with the charts or the ship's compass. Captain Macaulay said it must be with the compass then, and there was a general opinion expressed that the compass was out of gear and was not true. From this it was gathered that Captain Henry's bearings as to his position when about ready to drop anchor had been faulty, only in that the compass itself was not true.

The captain remarked that he had intended anchoring on the eastern side of the channel, but after the pilot boarded the vessel and gave orders for taking in sail, he was a little mixed and finally decided to anchor on the other side. The captain believed his vessel under sail was moving along at a six-knot rate as they passed the bell buoy.

Gave Order Seven Times.

Pilot Macaulay's testimony was practically a repetition of his statement given before Superintendent of Public Works Campbell, already published in The Advertiser. He says he boarded the vessel at 6:30 in the evening and at once advised the captain to wear ship. The captain did not wish to do so. However, he had the master take in all sail and the helm was put up, so that the vessel fell off three or four points. As she swung he gave orders to let the starboard anchor go, and received no answer from the fore-castle. He shouted again and gave the order seven times, when he received a reply from the fore-castle, that the starboard anchor was jammed but the port anchor was all right. He shouted "Then, for God's sake, let the port anchor go." It fell, and later the starboard anchor was let go. That delay was the critical moment, for the vessel later on swung on to the reef.

He gave it as his opinion that this delay in letting go the starboard anchor was responsible for the stranding of the ship. Captain Macaulay said blue lights were burned during the night after the ship struck but no notice seemed to be taken of them from shore and no assistance came until the following morning.

The court, after finishing with the testimony, went over the same and eventually agreed the following verdict:

The Court's Verdict.

Finding and order of a naval court held at the British consulate at Honolulu on the thirty-first day of December, 1909, to investigate the circumstances attending the stranding of the British sailing ship Celtic Chief of the port of Liverpool, official number 91271, when on a voyage from Hamburg to Honolulu and the cause of such stranding and to inquire into the conduct of

19,060 CHILDREN IN THE SCHOOLS

Interesting Tabulation of Statistics by Superintendent
W. H. Babbitt.

Nineteen thousand and sixty children are attending the public schools of Hawaii, up to and including the eighth grade, according to statistics just collected and tabulated by W. H. Babbitt, the retiring superintendent of public instruction.

The conclusion of this important work yesterday was one of the last official acts of Mr. Babbitt, whose resignation took effect at midnight last night. For months he and his corps of assistants have been working on the collection and tabulation of statistics which should show as nearly as possible just who, what and how many are attending the public schools of the Territory, what progress they are making, what are their ages and what their nationalities. The tabulations are now complete and are most interesting to one who has time and inclination to dig out of them the many good stories they contain.

To attempt to analyze the figures and tables would take more than one day if it were done thoroughly, for Mr. Babbitt has not only tabulated the data for the Territory as a whole, but he has records showing just how many pupils, of just what nationalities and of just what ages, are to be found in each school district.

The figures show that there are in the receiving grade a total of 5503 pupils, in the first grade 4030, in the second 3087, in the third 2587, in the fourth 1622, in the fifth 1078, in the sixth 578, in the seventh 346, and in the eighth 229. It will be noticed that the registration in the various grades falls off rapidly and in fairly equal ratio from the receiving grade to the eighth.

Japanese Predominate.

The Japanese pupils outnumber all other nationalities by a large percentage. There are 5885 Japanese registered. The Portuguese come next with 3548, then the Hawaiian with 2622, part-Hawaiian 2453, Chinese 2057, Americans 393, and other nationalities 1160.

The number of pupils of each nationality in each grade is given, together with their ages—and this for each district in the Territory.

The collection and tabulation of these statistics represents a great amount of labor and as one of Mr. Babbitt's last official acts, is also one of his most practical.

ESTRADA PLANS TO DESCEND ON MANAGUA

(By Associated Press.)

BLUEFIELDS, December 31.—General Estrada is actively employed in preparing a campaign against the city of Managua.

the master, certificated mates and crew of the said vessel.

The Celtic Chief is an iron vessel ship-rigged of 1708 tons net registered tonnage, official number 91271, built at Dumbarton in 1885, and belonging to the port of Liverpool.

It appears from the evidence given before this court that she sailed from Hamburg on or about the 16th day of July, 1909, bound for Honolulu, with a cargo of fertilizer and a crew of twenty-five hands all told.

All went well until on the 5th of December about 5 p. m. the vessel passed Diamond Head, Oahu Island, Territory of Hawaii, and continuing on her way, passed the bell buoy off the entrance to Honolulu harbor at a speed of some six knots per hour. Here she was boarded by Pilot Macaulay who immediately suggested wearing the ship, as she was getting very close in. After putting the helm up some few minutes the order was changed and the helm put down instead. The ship was then brought to the wind and orders given to let go the starboard anchor. The pilot would appear to have shouted this order several times but the anchor not being ready, the port anchor was eventually let go and subsequently the starboard. When at this anchorage the vessel appears to have bumped and at 2:30 a. m. on the 6th of December a breeze sprang up and the pilot suggested to the chief mate that sail should be got on the ship, and that she should be backed off. This was attempted but the wind failed, and the vessel drifted on to the reef.

The court having regard to the circumstances above-mentioned, finds as follows:

That the master committed a grave error of judgment in carrying too much sail after passing Diamond Head and when approaching the anchorage. The court also is of the opinion that the chief mate is deserving of a severe reprimand in not having carried out the order given by the master to have both anchors ready for letting go, and also in not having reported to him that the starboard anchor was not ready.

The court also desires to place on record its opinion that the stranding of the vessel might have been avoided had it been practicable for the pilot to have boarded her at a greater distance from the anchorage.

The court in pursuance of the powers vested in it by section 483 of 57 and 58 Vict. c. 60, orders that the sum of six pounds, ten shillings, being the costs of the proceedings before the said court be paid by the master, being one of the parties thereto, and he is hereby ordered to pay the said amount accordingly.

The expenses of this court, fixed at \$210.00 are approved.

Dated at Honolulu this 31st day of December, 1909.

RALPH G. E. FORSTER,
H. B. M. Consul at Honolulu, President of Naval Court.

H. K. CASE,
Master of the British Merchant Ship Dunedin of Leith, Official No. 135496, Member.

ROBERT CATTON,
British Merchant at Honolulu, Member.

NO FURTHER USE FOR JAPANESE

George R. Carter Has New Views
and Expresses Them
Very Forcibly.

George R. Carter has changed his opinion of the resident Japanese of Hawaii, expressing his new opinion very forcibly in an article written for the special edition of the Hawaii Shimpo, published this morning. The former governor's statement is:

Honolulu, H. T., Dec. 24, 1909.
Mr. S. Sheba, Manager, Hawaii Shimpo Shm, Ltd., Honolulu, H. T.

Dear Sir:—You ask the season's greeting of me, some statement for your special edition. You seek to give each race the sentiments of the other, I decline, because my opinions have changed. I can no longer praise or "point with pride," to the Japanese in Hawaii. You insist that honest criticism often does more good than flattery and ask how can the two races work together in Hawaii without an interchange of each other's thoughts—I yield.

President Roosevelt stated that wherever large numbers of Japanese and whites came in close contact either in Japan or America, there was certain to be friction and that Hawaii ought to be included in the restriction against Japanese. This, I argued, was due to his ignorance of the Japanese and asked him why so much trouble in California and none in Hawaii?

I pleaded for exemption and stated that of course the Japanese had race pride as well as other people but they like others were amenable to the Golden Rule.

In Hawaii we legislated their children into our schools, we exchanged social relations, we aimed to treat all races alike, we wanted all to prosper and adopt Hawaii as their home, with all its privileges, its freedom, and its liberty.

The Hawaiian Constitution of 1840 opened with the preamble,

"God hath made of one blood all nations of men to dwell on the earth in unity and blessedness. God has also bestowed certain rights alike on all men and all chiefs and all people of all lands."

And the same cosmopolitan spirit still existed—No race, no caste, no color, all human.

I then told President Roosevelt of the splendid self-control exhibited by the Japanese people in Hawaii, how susceptible they were to reason, how rational and moderate in their demands, and explained how in the Wailua strike they called out the men on the pumps. The manager asked if they expected him to confer and treat with them while they were strangling the plantation for want of water, its life blood. In an hour the pump men were back at work, then followed the conference, both sides yielded and the difficulties were soon surmounted.

Afterwards came the strike at Lahaina which ended just as soon as the Japanese understood that it was un-American, contrary to our customs, our laws, for a mob to attempt to punish an individual even if he was of their own race.

Since then much has happened. Where was the "Reason" in the strike at Kahuku? A walk-out because innocent men were not discharged. Where in Hawaii had more been done for the laborers? Where a better champion of the Japanese than Manager Adams? Where was their moderation? They admitted that they had no local grievance, their oldtime leaders gave assurances that they would not strike, yet through fear or perhaps because as a race their emancipation is too recent to expect individuals to have the moral courage of their convictions they yielded en masse to the agitators. A minority, perhaps a majority, were moral cowards.

Their new leaders said they could not answer for the mob, they expected violence and they had no control.

Ah! fooling or deceiving you say? Well, then, such leaders are not worthy, better go back to those in control during former times, those who stood for law and order, who insisted upon moderate demands. Leaders like those, who sent the men back to the pumps at Wailua, men who attempted no deception with either the managers or the laborers.

Well, no matter what the cause, "The milk is spilt." A large proportion of the Japanese in Hawaii have ignored our laws, our customs; have policed and confined their own people in our land of freedom; have attempted a reign of terror, some have sanctioned violence and brutal force, many have been swayed by certain leaders beyond all reason; lost self-control, lost respect, lost esteem. Roosevelt was right. Hawaii is no longer an exception to his statement.

We want no more of the modern Japanese. Hawaii's future development should be with other material.

There may be some of the older Japanese who have lived in Hawaii long enough to absorb our spirit of liberty, who recognize that their own freedom, their own happiness, is best insured when quiet and peace prevails, when all and each are free to do as they please. Some who appreciate the blessings they have who want not only to make money in Hawaii, but to live in and contribute to the peace, the prosperity and the happiness of these little islands of the Great Sea, these and their children are welcome to stay here, the absence of the others will prove a blessing in the end.

Now, perhaps, you wish I had not expressed myself.

Very sincerely yours,
G. R. CARTER.

CUPS ON DISPLAY.

The eleven trophy cups, which will be awarded to the prize winners at the coming show of the Hawaiian Poultry Association, are now on display in the window of E. O. Hall & Son's store.

FILES CURED IN 6 TO 14 DAYS.
FAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded.—Made by PARIS MEDICINE CO., Saint Louis, U. S. of A.

TRESTLE OVER MISSISSIPPI COLLAPSES

Workmen Are Precipitated Into
Icy Water of the Frozen
River Below.

ICE JAM SMASHES SUPPORTS

Railway Disasters Claim Their
Toll of Victims as Old Year
Comes to Close.

(By Associated Press.)

SAINT LOUIS, January 1.—Three hundred feet of false structure in the McKinley bridge over the Mississippi River collapsed yesterday owing to the terrible pressure of the ice jam in the river, and sixty-nine workmen were precipitated into the water below. Volunteers rushed to the rescue of the men struggling in the icy torrents and forty of them were rescued. Twenty-nine men are as yet unaccounted for, but it is thought that at least some of them may have reached the shore unaided.

Three Dead in Wreck.

TRENTON, Missouri, December 31.—The California special, on the Rock Island line, was derailed near here today. Three cars were destroyed in the fire following the wreck. Three persons are known to have been killed and many were injured.

Banker Killed.

CROTON, New York, December 31.—Spencer Trash, banker of this city, has been killed in a railroad collision.

BANDITS KILLED IN ATTACK ON BANK

Oklahoma Officers Repulse Party
of Outlaws With Tragic
Success.

(By Associated Press.)

HARRAH, Oklahoma, January 1.—Bandits attempted to rob the bank here last night. A terrific battle took place between the outlaws and the officers, and when the "smoke cleared it was found that two of the bandits had been killed and a third severely wounded.

PACIFIC FLEET WILL SOON BE DIVIDED

Admirals Harber and Hubbard Will Be
the Commanders.

(By Associated Press.)

WASHINGTON, December 31.—The Pacific fleet will be divided into the Pacific and Asiatic fleets. In the Pacific fleet Harber will succeed Rear-Admiral Seebree, retiring, in February. In the Asiatic fleet Hubbard will relieve Harber at Yokohama shortly.

FIRST FREIGHT OVER THE WESTERN PACIFIC

Consignment Reaches Oakland
From Chicago by Way of
New Line.

(By Associated Press.)

OAKLAND, January 1.—The first freight train over the line of the new Western Pacific railroad arrived here yesterday from Chicago.

FALLIERES RECEIVES AMBASSADOR BACON

(By Associated Press.)

PARIS, December 31.—Ambassador Bacon was today received by President Fallieres.

CANAL WORK IS WELL CARRIED ON

Senatorial Committee Back From
the Zone Pleased With Way
Things Are Being Done.

(By Associated Press.)

WASHINGTON, January 3.—The senatorial special committee to inspect the progress of work on the Panama Canal, composed of Senators Flint, McCumber, Brandegee, Holliver, Dick, Borah, Richardson, Crawford, Bristol, Tallaferro, Simmons, Johnston, of Alabama; Smith, of Maryland, and Hughes, of Colorado, returned yesterday from the Canal Zone. The members of the committee report that the administration of the zone and the work of construction are being carried on splendidly.